

ROUTE SIGNING

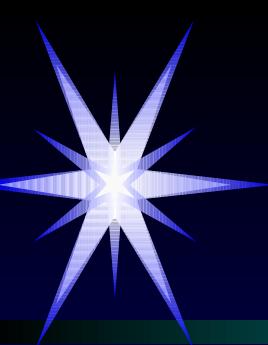


STANDARDIZATION AGREEMENT

STANAG 2174, APR 87

- **ROUTE CLASSIFICATION (FORMULAS)**
- **ROUTE SIGNING (SIGNS)**
- **LIGHTING (SIGNS AND LIGHT LINES)**
- **VISIBILITY OF TRAFFIC CONTROL PERSONNEL AT NIGHT**





MAIN SUPPLY ROUTES

► **AXIAL MAIN SUPPLY ROUTES--**
SHOWN ON THE TRAFFIC
CIRCULATION PLAN OVERLAY AS
UNBROKEN LINES. AXIAL ROUTES
ARE REPRESENTED BY A
PICTORIAL SYMBOL ON THE
ROUTE SIGN. THE AXIAL MSR
SHOULD THEN BE MARKED ON
THE MAP OVERLAY AS PICTORIAL.
FOR EXAMPLE: MSR CLUB (PIC)

► **LATERAL MAIN SUPPLY ROUTES--**
LATERAL MSR'S ARE SHOWN ON THE
TRAFFIC CIRCULATION PLAN OVERLAY
AS **BROKEN LINES**. LATERAL ROUTES
ARE REPRESENTED BY A **NAMED ROUTE
SIGN**. THE ROUTE NAME SHOULD BE A
SHORT THREE OR FOUR LETTER WORD
THAT IS UNAMBIGUOUS AND
COMMONLY KNOWN SUCH AS "FOX,"
"ANT," OR "BAT."

MAIN SUPPLY ROUTES

LATERAL MSR

NAMED
EVEN NUMBER

MSR CLUB (PIC)

DOWN SW

MSR FOX

UP NW

MSR LION (PIC)

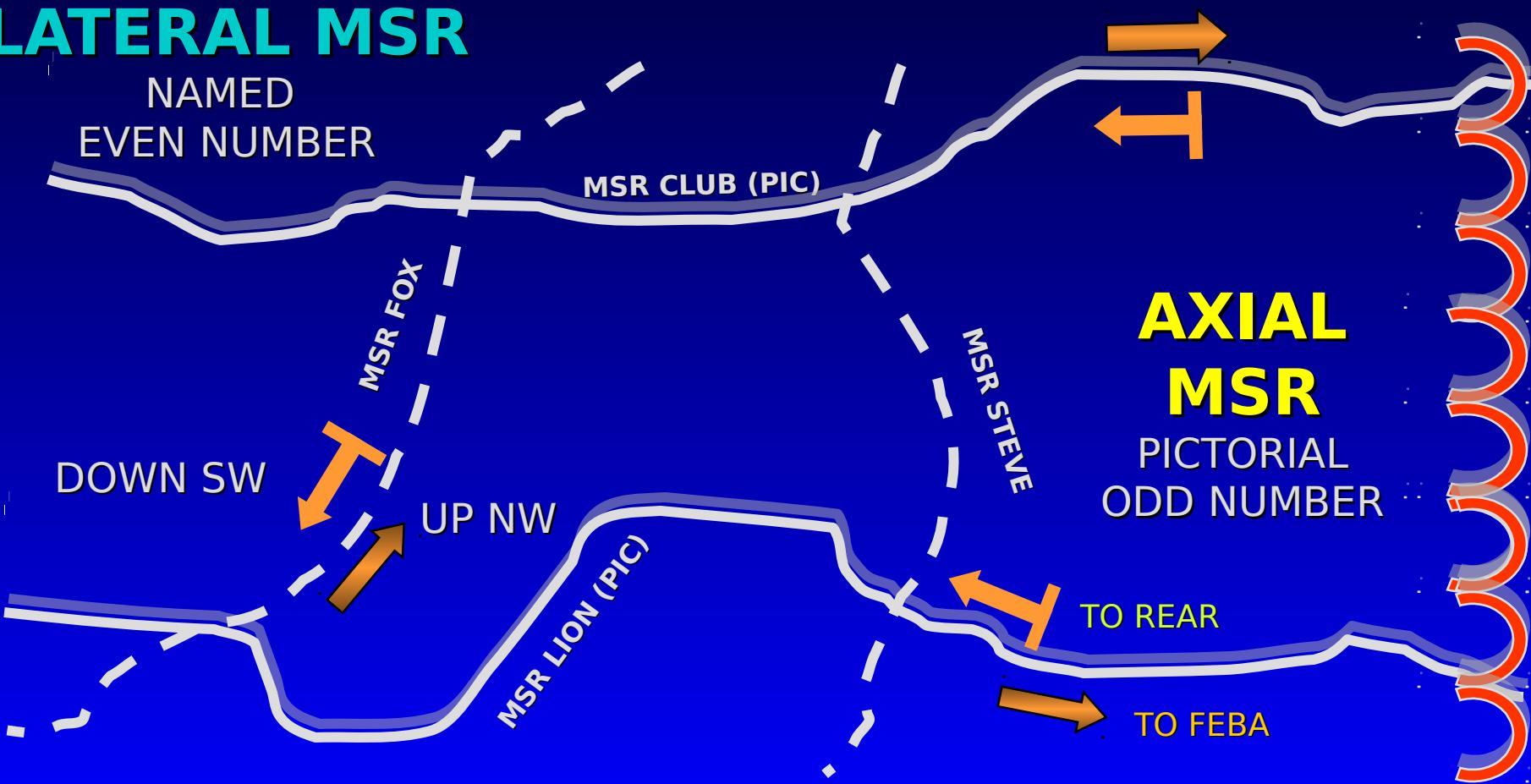
AXIAL MSR

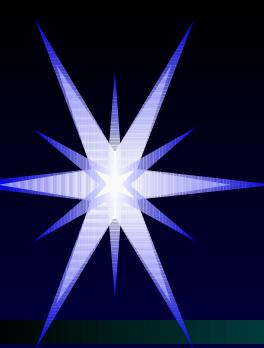
PICTORIAL
ODD NUMBER

MSR STEVE

TO REAR

TO FEBA





SIGN PLACARDS

762

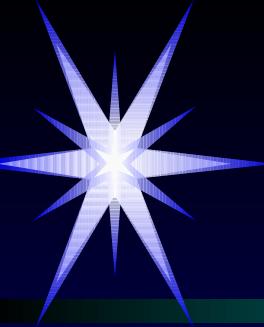
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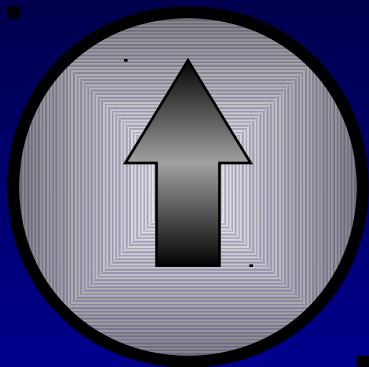


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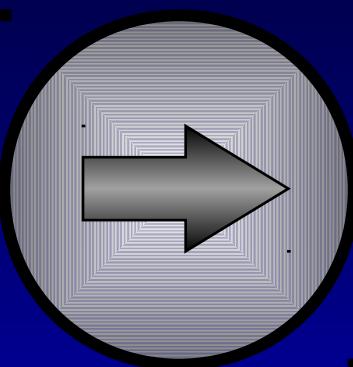




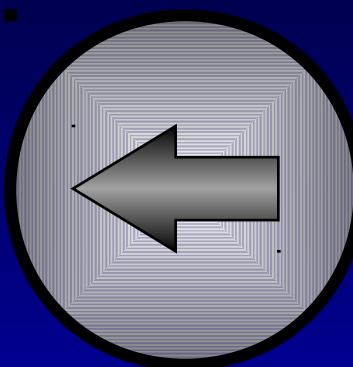
DIRECTIONAL DISCS



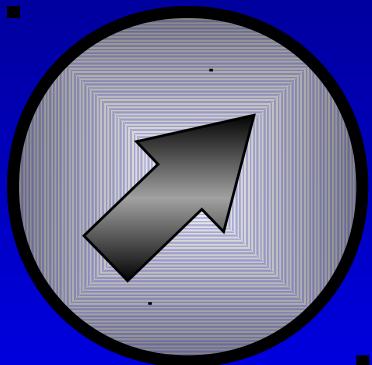
STRAIGHT ON



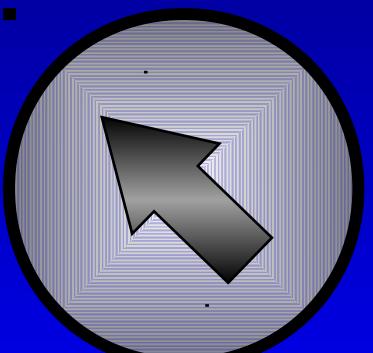
TURN RIGHT



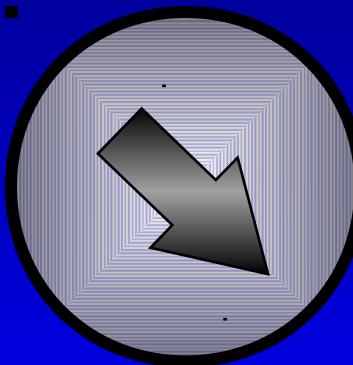
TURN LEFT



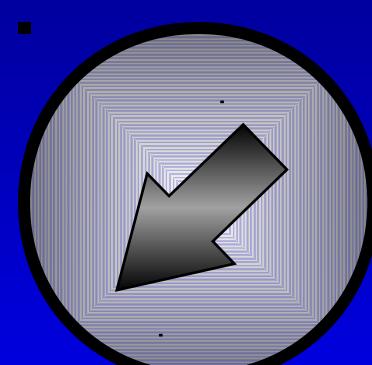
FORK RIGHT



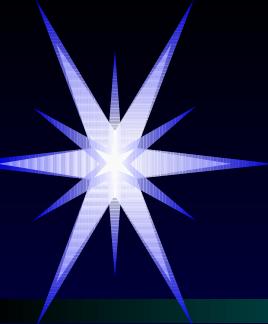
FORK LEFT



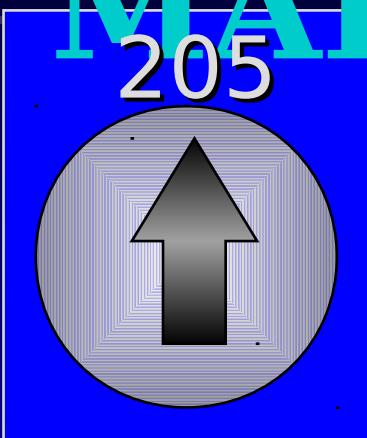
SHARP TURN
RIGHT REAR



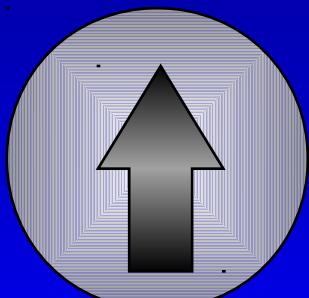
SHARP TURN
LEFT REAR



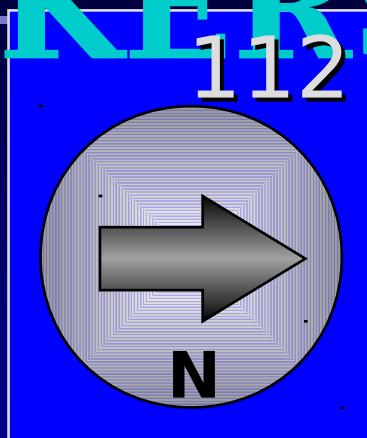
ROUTE MARKERS



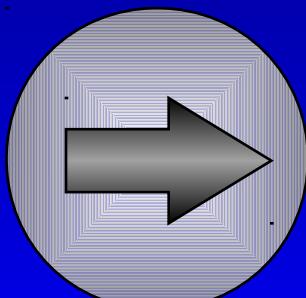
AXIAL ROUTE
FRONT TRAFFIC
STRAIGHT



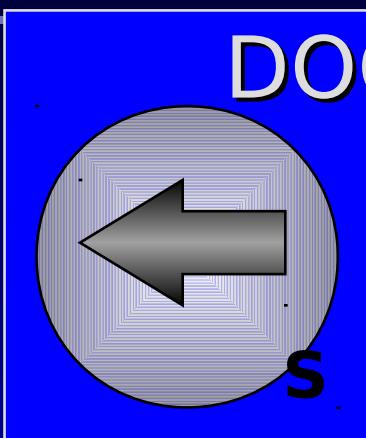
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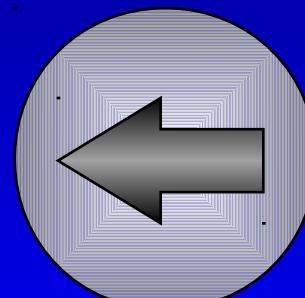
LATERAL ROUTE
NORTH TRAFFIC
TURN RIGHT

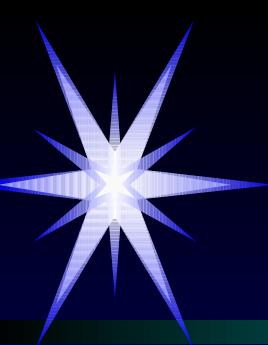


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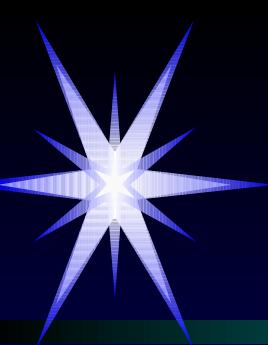
LATERAL ROUTE
SOUTH TRAFFIC
TURN LEFT





TYPES OF SIGNS

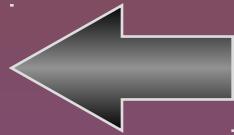
- ▶ **GUIDE**--INDICATE LOCATION, ROUTES DISTANCES, AND SIMILAR INFO.
- **WARNING**--INDICATE CORRECT DIRECTIONS AT UPCOMING JUNCTIONS
- **CONFIRMATION**--ASSURE DRIVER AFTER CHANGE IN DIRECTION
- **COUNTDOWN**--WARN USERS OF IMPORTANT LOCATIONS
- **REGULARITY**--PROVIDE CONTROL INFORMATION
- **HAZARD**--INDICATE APPROACHING DANGER AREAS
- CONFIDENCE



GUIDE, CONFIRMATION, AND CONFIDENCE

SIGNS

DOG



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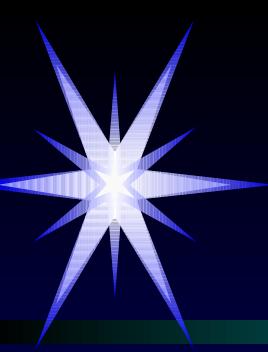


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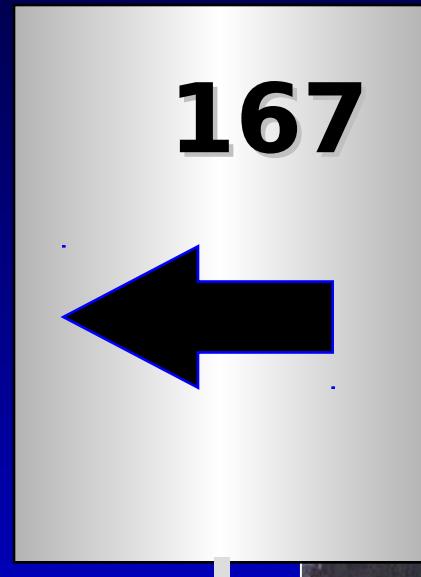
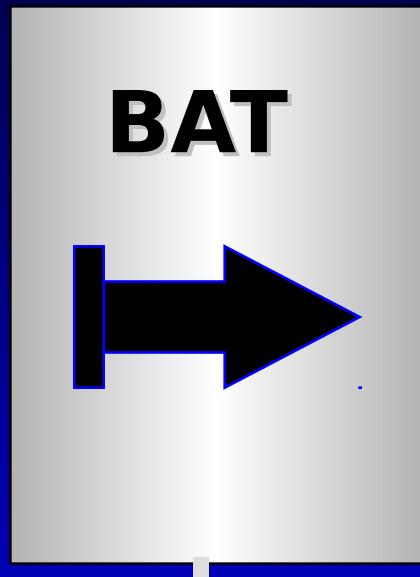


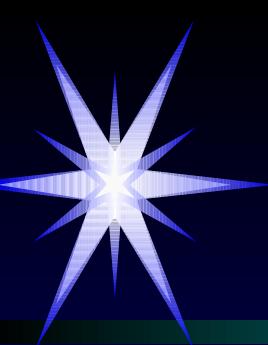
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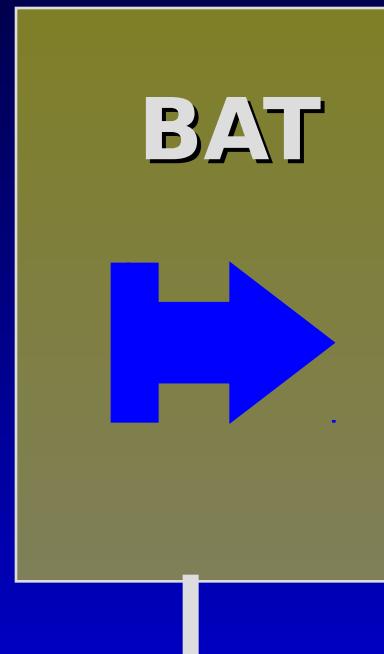
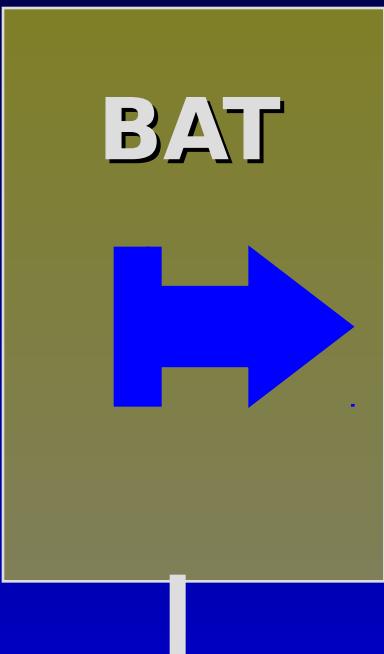


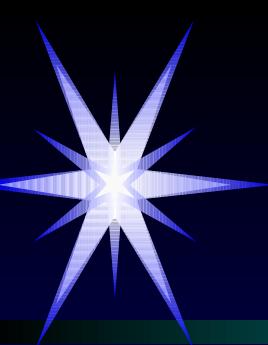
WARNING SIGNS



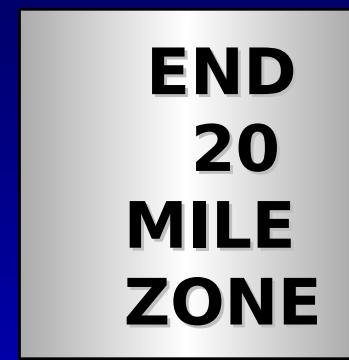
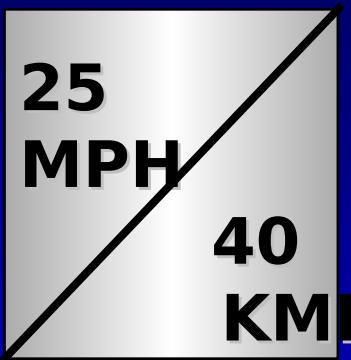
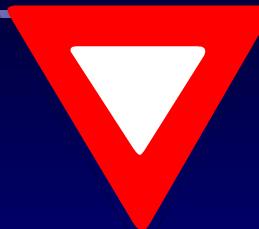


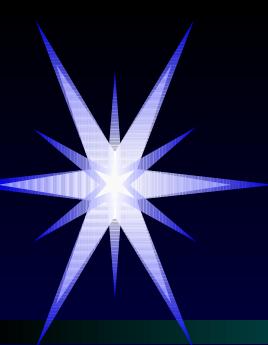
COUNTDOWN SIGNS



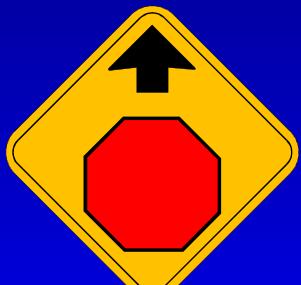


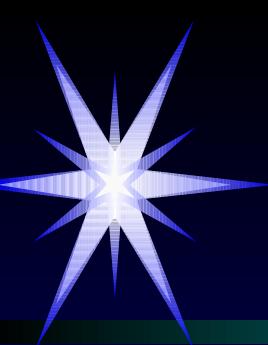
REGULATORY SIGNS





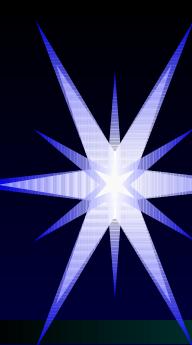
HAZARD SIGNS





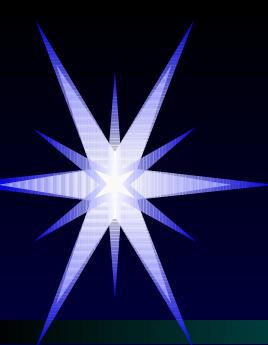
DENSITY AND CONCEALMENT PRINCIPLES

- USE THE MINIMUM NUMBER NEEDED TO BE SPECIFIC
- URBAN AREAS REQUIRE MORE THAN RURAL AREAS
- NIGHT ROUTES REQUIRE MORE SIGNS THAN DAY ROUTES
- INFORM DRIVERS TO FOLLOW A COMMON ROUTE WHEN TWO SIGNED ROUTES CONVERGE
- SIGNS SHOULD BE VISIBLE ONLY FROM THE DIRECTION OF APPROACH AND LARGE ENOUGH TO BE SEEN FROM A REASONABLE DISTANCE

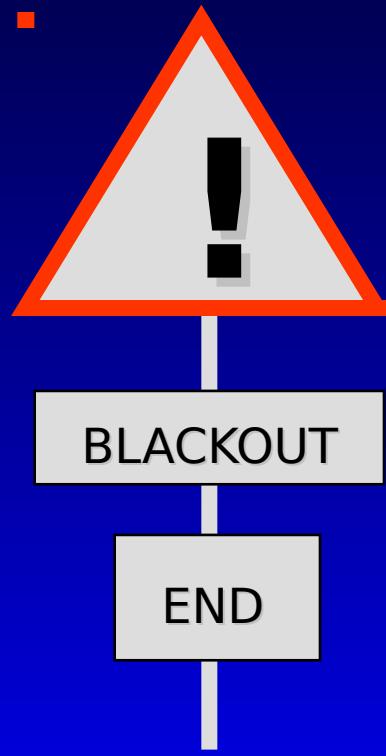
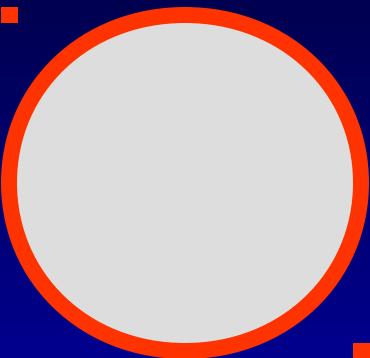


SIGN PLACEMENT GUIDELINES (FM 19- 4)

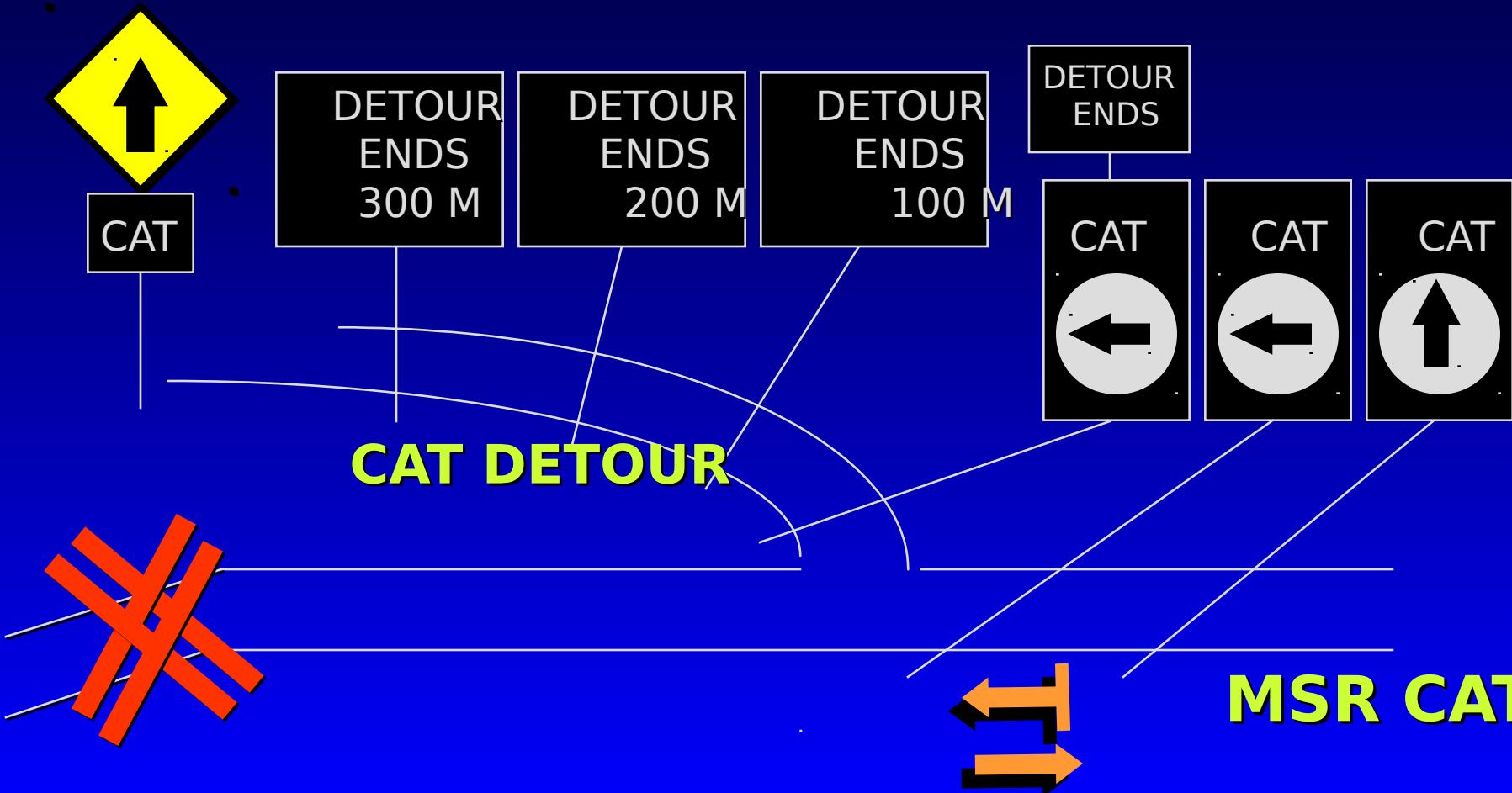
- ONE SIDE OF THE ROAD ONLY
- PLACE AT THE SAME HEIGHT
- PLACE APPROXIMATELY ONE METER FROM THE EDGE OF THE ROADWAY
- CONCEALED FROM THE AIR BY TILTING THE SIGN FORWARD



BLACKOUT SIGNS



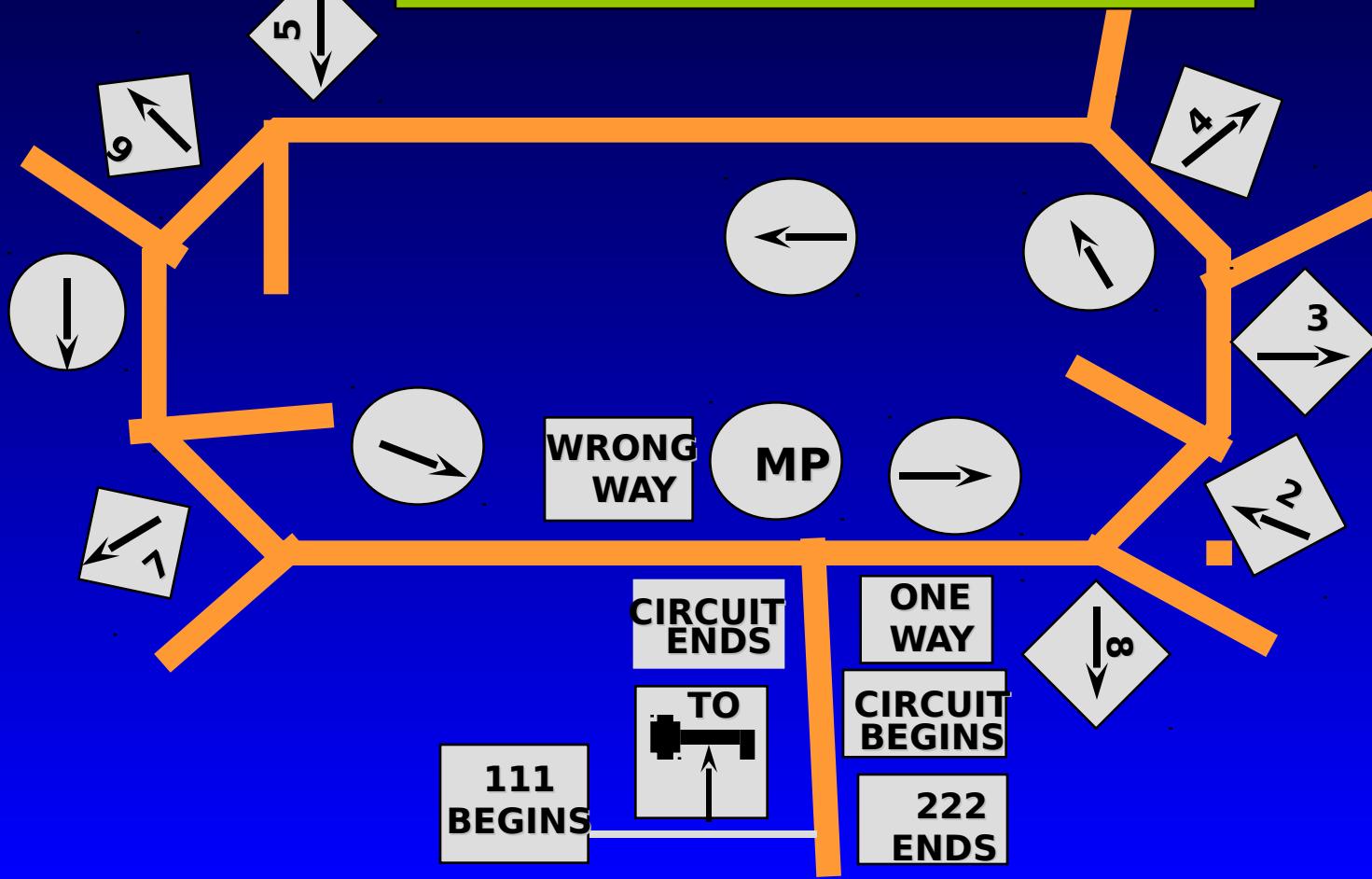
DETOUR SIGNING

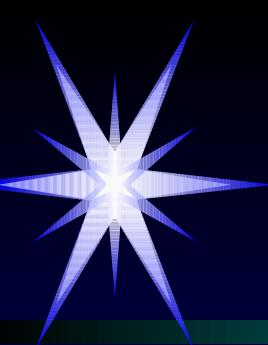


CIRCUIT SIGNING

LEGEND

2 - MESS HALL	6 - BRIGADE TOC S2 S3
3 - MOTOR POOL	7 - S1/S4
4 - S2/S3	8 - SLEEPING AREA
5 - SLEEPING AREA	





ROUTE SIGNING TEAMS

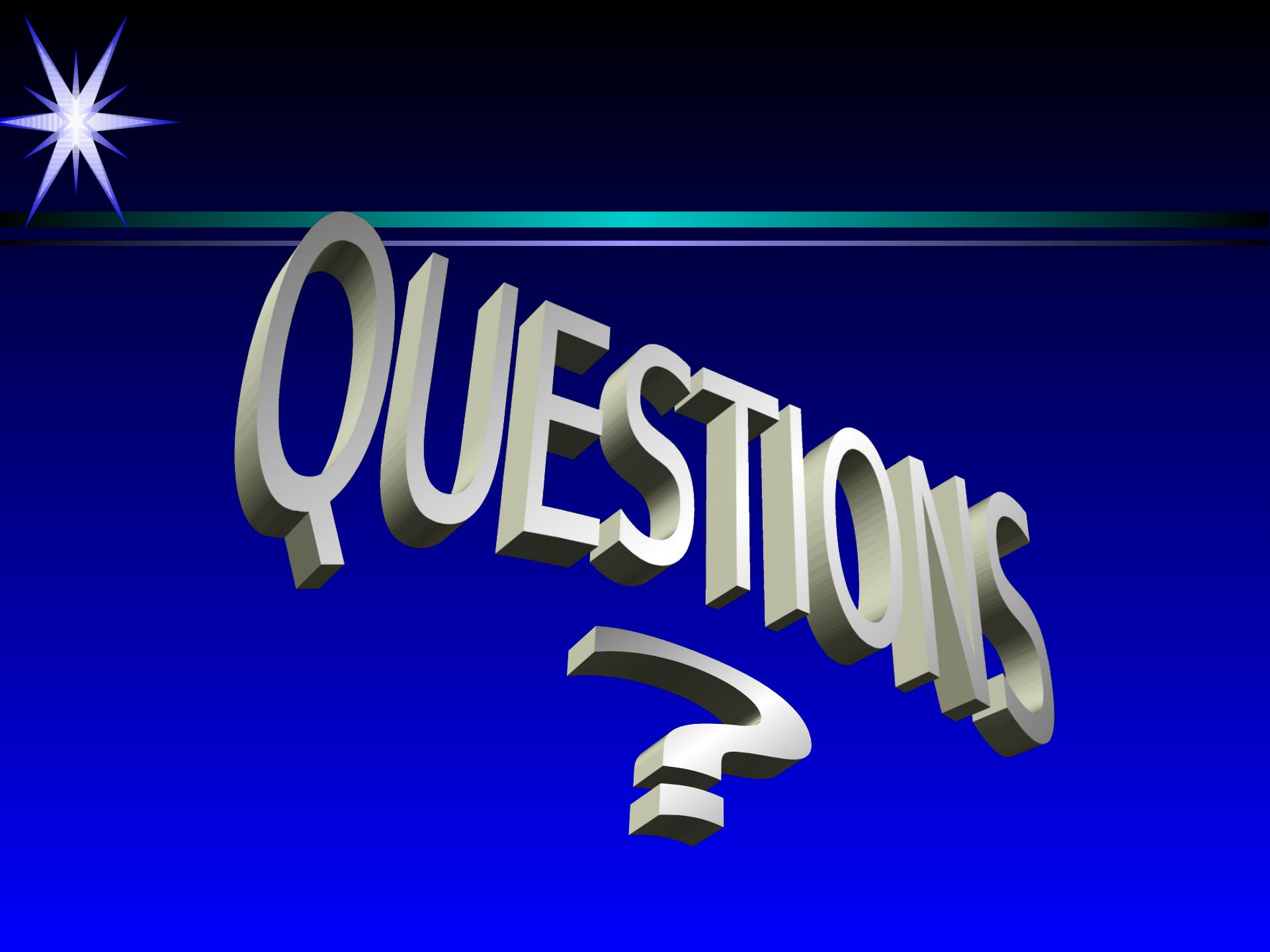
- NUMBER BASED ON METT-TC
- SECURITY
- ROUTE MAINTENANCE





ROUTE SIGNING PLAN

(With Overlay)



QUESTIONS

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